The most notable article in the May number of The Atlantic is that in which Mr. Henry Cabot Lodge describes the decline of the colonial spirit in this country, and attacks with refreshing vigor those vestices of it that still remain. For years after our independence was declared the new national feeling had a bitter struggle with the colonialism which would not be persuaded that the this by recalling the fact that in a country where every privilege and artificial distinction had been swept away, and where the Government was the creation of the people themselves, worthy men felt called upon to imitate the follies of the French Revolution-to dub each other "Citizen Brown" and " Citizen Smith," to drink confusion to tyrants, and to sing the wild songs of Paris. It was Washington's proclamation of neutrality which did more than anything else to break up this curious sense of dependence and imitation, but it was not until after the War of 1812 that our politics really became our owe. Literature, business, and the professions, which were saturated with colonial feeling of the narrowest sort, followed politics in taking on a wholesome nationalism, the weakness of servility to English methods, English prejudices and English criticism lingering longest in our literature. It has not yet quite disappeared, indeed, and it is worth while to quote Mr. Lodge's opinion of it:

while to quote Mr. Lodge's opimon of it:

Some of our eleverest and best fiction has been largely devoted to studying the character of our countrymen abroad; that is, either senationalized Americaus, or Americans with a foreign background. At times this species of literature resolves itself into an agonized effort to show how foreigners regard us, and to point out the defects which jar upon foreign susceptibilities even while it satirizes the denationalized American. The endeavor to turn ourselves inside out in order to appreciate the trivialities of life which impress foreigners unpleasantly is very unprofitable exertion, and the Europeanized American is not worth either study or satire. Writings of this kind, again, are intended to be cosmopolitan in tone, and to evince a knowledge of the world; they are in reality steeped in colonislism. We cannot but regret the infinence of a spirit which wastes fine powers of mind and keen perceptions in a fruitless striving and a morbid craving to know how we appear to foreigners, and to show what they think of us.

This paragraph has rather a startling effect in a

This paragraph has rather a startling effect in a magazine which heads its table of contents with the second act of Mr. James's comedy of "Daisy

Mr. Lodge finds traces of the same colonial spire in certain groups among the rich and idle people of our great Eastern cities. "These groups," he says, "are for the most part made up of young men, who despise everything American and admire everything Euglish. They talk and dress and walk and ride in certain ways, because the English do these things in those ways. They hold their own country in contempt and lament the hard fate of their birth. They try to think that they form an aristocracy, and become at once Indicrous and despicable. The virtues which have made the upper classes in England what they are, and which take them into publie affairs, into literature and polities, are forgotten. Anglo-Americans imitate the vices or the fol-lies of their models, and stop there. If all this were merely a passing fashion, an attack of Anglo-mania or of Gallo-mania, of which there have been instances enough everywhere, it would be of no consequence. But it is a recurrence of the old and deep-seated malady of colonialism. It is a lineal descendant of the old colonial family. The features are somewhat dim now and the vitality is low, but there is no mistaking the hereditary qualities. The people who thus despise their own land and ane English manners flatter themselves with being cosmopolitans, when in truth they are genuine colonists, petty a d provincial to the last degree." An improving picture for this sort of cosmopolitan to contemplate is that which Mr. Lodge, in a few strong sentences, gives of Franklin, the most genuinely and intensely American of Americans. Men to-day take up life perhaps on a lower and more sordid level than that on which Franklin walked yet that apostle of common sense, that most wise and manly man, will still remain the type and exemplar of our highest citizenship. Mr. Howells conceived a poetical idea in causing

the Basil and Isabel of "The Wedding Journey to revisit the pale glimpses of their honeymoon when the wife's thinning locks and the husband's widening waistcoat foretell their autumnal days. If he has not chosen to treat this poetical idea after the fashion for which we look in a poet he has doubtless good reasons of his own for that neglect. His sketch is excellently polished, gluttering with neat quips and turns and well-calculated sugges tion. Isabel in the years that have wasted some of her illusions and introduced two interesting persons of eleven and nine years to her intimate acquaintance has lost nothing of the unreason and inconsequence which adorned the bride of her earlier journey. It is a wonder that some female critic of satirical turn has not yet pointed out how skilfully these invariable qualities of Mr. Howells's heroines are made to tickle the natural pride of the male reader in his serene consciousness of good sense and unimpeachable logic. But even the male reader may sometimes tire of the masterly delineation of silly women and may be permitted to wish that the elever artist should draw a creature like Ethel Newcome with womanly courage and womanly faults of a more vigorous kind. Isabel amuses, but she inspires little tenderness or admiration. Mr. Howells has not cared to evoke the laughter that lies near to tears; but he has nevertheless provided material for genuine enjoyment. It would be unfair to the lovers of the young couple of a dozen years ago to hint at the experiences of this second journey; each must read for himself the delicately garnished record of "Niagara Revisited." Whether Basil be sadder and Isabel wiser as well as older ;-whether disenchantment has come to both with the daily recurrence of bread and butter-all this the philosopher may guess if he have not the opportunity of reading. The humors and disappointments of married life under the average prosaic conditions are easily conjectured-and Mr. Howells is conscientiously

by Mr. Reinhart is Mrs. Blake's paper, "Roman Carnival Sketches." The artist has contributed, among many drawings, one page of types which is an admirable study in hamorous portraiture. The new serial story. "A Castle in Spain," opens brightly, and is full of movement. A paper on the Academy of Design recalls the founding of that institution and the extraordinary illiberality on the part of its predecessor which made it a necessity to struggling art in America. John Fiske has an interesting paper on "The Middle Colonies Before the Revolution"; Mr. George Ticknor Curtis presents a second article on the "Treaty of Peace and In-dependence"; and Mr. W. H. Bishop contributes the pleasant text of a brilliantly illustrated description of San Francisco. A careful account of the building of the Brooklyn Bridge has especial interest for New-Yorkers. Mr. George William Curtis gentally discusses Dr. Dix and his ideas, and gives expression to some opinions with which the worthy Doctor will hardly agree. "What is the real root?" asks Mr. Curtis, "of the situation which the preacher justly touched with words of fire? What is the final cause of the various tendencies and evils which he depicted ? . . . The root of the wild excesses of fashionable folly, deepening into actual crime, is the view of women which men generally adopt and which women generally accept. It lies in the refusal to recognize in women the same liberty of choice in to recognize in women the same liberty of choics in the conduct of life which men assert and maintain for themselves. It lies in the district of those laws of nature in regard to women which are implicitly trusted in regard to men, and in the assumption of men to decide for women what is becoming in woman. Men perpetually talk of the sphere of woman as if women did not know their own sphere quite as well as men know theirs, and men argue about the occupations and education of woman as if women were not as competent to choose for them-

if women were not as compotent to choose for themselves as men for themselves. But if men are to decide what is truly womanly, and direct the ac-

A fresh and lively article delightfully illustrated

them the freedom of choice which men will fight to the death to secure for themselves, the consequences are inevitable. Not more surely will be that sows the wind reap the whirlwind than he who would impose upon society to-day the mediæval estimate of women reproduce mediaval morals and

manners. "Either a woman must pursue her own development, according to her nature, as a man pursues his, trusting that the divine laws which direct men correctly will also direct women, or she must be governed in all things by the will of men. Now, as in political complications of Europe could not affect the economy of the universe woman is a co-ordinate the Republic for good or ill. Mr. Lodge illustrates sex with man, created equally in God's image, necessarily, therefore, with the same rights, although obviously with different functions, whence is derived that sovereignty of man over woman which is assumed in the claim that she shall be a woman, not as her own nature demands, but as he chooses to dictate? How can a man reasonably assert that he knows what is womanly better than a woman knows it, and consequently that, being stronger, and able to enforce his will, it shall be womanly for her to do what he chooses, and unwomanly to differ from him? The Chinese deny women souls; Mohammed regarded them as created for the delight of men. Mohammed ans and Chinese, consequently, logically hold that women should be educated, not as they themselves choose, but as Mohammed thinks necessary for them in order to fill properly the sphere for which he beieves them to be designed.

"But if a doctrine of the spheres and relation of the sexes logically regards women as odalisques and houris, it must not shrink from the consequences. Those who hold that not the instincts and minds and consciences, the modesty and tast and tenderness, of women, but the theories and speculations of men about the sphere of woman, should govern the lives of women, must expect to see in omen frivolity, flattery, and falsehood, and all their fruits. Those who live by favor will develop the characteristics of favorites. They will naturally decorate themselves to please a master, and dare any crime to retain the power of pleasing. Mr. Anthony Evergreen was not a philosopher, but he would have agreed that in a world where the tacit understanding is that women must study to please en, the vanity and tolly and mad extravagance of the fashionable woman are mainly due to men."

Mr. Waiter Herries Pollock's paper on Anthony Trollope is full of entertainment and suggestion to

## LITERARY NOTES.

The tercentenary of Grotius has just been formally commemorated at Delft, an oration having been delivered in his honor, and a movement for erect ing a monument to him having been begun.

It will certainly not be the fault of the publishers if Mrs. Carlyle's letters do not become known to the American public. Another edition—the fourth—is aunounced by the Scribners. It is printed from the plates of their first and somewhat costly edition; the two volumes are included in one, and the portrait accompanies them. The price is moderate.

The only consolation which the literary celebrity can find under the persecution of autograph-hunters is in the consciousness that it is the penalty of high ability and well-earned fame. But sometimes even this consolation is denied. Dr. Holmes has been known to relate with humorous enjoyment of the absurdity that he once received a note requesting an autograph which was superscribed "Olive Wendell Holmes," and in which he was addressed as " Dear Madame."

The costly law library of the late Mr. Justice Clifford is to be purchased by citizens of Mame and will be retained in Portland as a free library for the use of Maine lawyers and law students.

Publishers should bear in mind this wise sugge tion from The Boston Journal: "An extra expenditure of two or three cents in strengthening the back of a book makes all the difference between a book which will drop to pieces after a little handling, and one which will stand wear. Most people would rather have the money spent in that way than in fantastic decorations for the covers."

The biographical possibilities of the generation which has almost passed away have not yet by any means been exhausted. There is the life of John Leech, for example, which has not been written.

An abridged edition of the life of Bishop Wilberforce, by his extremely injudicious son, is about to be published here by E. P. Dutton & Co. All the portions which so excited the ire of Englishmen will be retained, but as they read. Americans will marvel at the preternatural sensitiveness that made

A new edition of Mr. Loomis's comprehensive "Index Guide" has just been brought out by Charles Scribner's Sons. It has been brought up to date and retains all the excellent features mentioned in a former notice.

is to be published in The Manhattan.

Dr. Edward Brooks, who recently resigned the principalship of the Pennsylvania State Normal chool, will henceforth devote himself entirely to literary work. He has just published a volume on mental science, presenting the subject in its various phases in the simple, unconventional, yet scholarly nanner that has proved so successful in his classroom instruction.

The Reformed Quarterly Review for April opens with a just and able article on "Prohibitory Temperance Legislation," by the Rev. J. S. Kleffer. While taking the strongest possible ground in favor of temperance, he is not afraid to criticise and condemn the fanaticism that has characterized so many of the temperance reformers of recent years. It is an article that should be read by every one who wishes to do efficient work in the cause of temperance. "The Reason as an Ideal Power" may be read by the scholar, but probably by no one else. In fact, all the articles in this number, with the exception of the first, are apparently written for exclusively clerical and not popular perusal.

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NEW-YORK SUPREME COURT.—THE PEOPLES OF THE STATE OF NEW-YORK VS. THE XNICE STRENGKER LIFE INSURANCE COMPANY.—Notice is hered given that, in pursuance of the Judgment entered in this action on the 28th day of December, 1832, in the office clerk of Schenectacy County, and in conformity with the provisions of a order of the said Supreme Court, made in said action on the 8th day of January, 1883, and like site entered in the office of the clerk of Schenectady Court, of the said supreme Court, of the said supreme Court, of the said the Knickerbocker Life Insurance Company, located in the City of New-York, do hereby require all persons who have, or intend to assert any chim of any nature whatsoever, whether based on any policy of life insurance company, located in the City of New-York, and private which said the Knickerbocker Life Insurance Company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said insurance company, or against the property or assets of the said and the clip of the fact.

And all persons hereby make themselves parties to the action: proof of the correctness of such calms to be made by the oath of the claims with substitute of the late of the fact.

And all persons hereby noticed and required to exhibit their respective claims, who shall make default and fall so to do within the time prescribed for that again, 1883, will be precluded from all benefit of the distribution of the assets of the said Kelckeriocker Life Insurance Company, Mecciver Knickerbocker Life Insurance Company. Legal Notices.

Corporation Notices.

GAS COMMISSION.—Proposals for estimates for lighting the Public Lamps will be received at the office of the Commissioner of Public Works until April 19, 1883. For full information see CITY RECORD, for sale at No. 2 (lity Ital).

NOTICE.—The following-mentioned proposals will be received by the Department of Docks, 117 and 119 Duane-st., until THURSDAY, April 19, 1888, at 12 119 Dames-8., until TRUKSBAT, April 19.

First—Proposals for building Crib Bulkhead at the foot of 95th-st., East kiver.

Second—Proposals for building Bulkhead Platform at 104th-st., Harlem River.

Third—Proposals for building Bulkhead Platform at Storehouse bock, likek well's Island.

Fourth—Proposals for building New Wooden Pier at the foot of 55th-st., North River.

For full information see City Record, copies for sale at No. 2 City Hall.

NOTICE.—Sealed Proposals will be received by the School Trustees of the Twelith Ward at the Hall of the Board of Education until April 26, 1883, for a new School Building, 119 N. Ave A. For full information see City Record, for sale at No. 2 City Hail. NOTICE—Proposals will be received at the Office of the Department of Public Charities and Correction. No 66 3d. ave., until April 27, 1883, for Flour, Groceries, Crockery, Hardware, &c., For full information see City Becord, for sale at No. 2 City Hall.

NOTICE—Scaled Proposals will be received by the School Trustees of the Nineteenth Ward at the Hall of the Board of Education until April 27, 1883, for creet-ing two from Stairways to Grammar Schoolhouse No. 18. For full information see City Record; for sale at No. 2 City Hall. NOTICE.—Sealed proposals will be received at the office of the Clerk of the Foard of Education until April 29, 1888, for supplying the Cool and Wood required for the Public Schools in this city for the ensuing year. For full information see City Becord, for sale at No. 2 City Hall.

NOTICE.—Leases of certain Corporation piers and bulkhoads will be offered at public sale by order of the Department of Dooks at the Exchange Salesroom, No. 111 Broadway, on Friday, April 27, 1883, at 12 o'clock m. For full information see the City Record; copies for sale at No. 2 City Hall. NOTICE.—Bids or estimates for each of the following named works (First-Cottages in Reservoir and Mount Morris requires. Second—Granite, &c., and Iron Works on two Parks, 23d Ward) will be received by the Department of Public Parks at their office, 36 Union-square, intil 10 o'clock on WEDNESDAY, 18th day of April, 1883. For full information see City Record, for sale at No. 2 City Hall.

TO CONTRACTORS—Sealed Proposals will be received at the Office of the Commissioner of Public Works until April 27th, 1889, for the paving of various streets. For full information see City Record; for sale at No. 2 City Hall

Ocean Steamers.

LIVERPOOL AND QUEENSTOWN SERVICE,
FORD Per No. 41. N. R., Now-York:
FURNESSIA Sails April 21, May 26, June 30,
BELGRAVIA "May 12, June 16, July 21.
CITY OF ROME "June B. July 14, Angust 18.
Cabin passage, \$60 to \$125, according to accommodations.
Second Cabin and Steerage as above.
Anchor Line Drafts issued at lowest rates are paid free of charge in England, Scotland and Ireland.
For passage, Cabin Plana, Book of Tours, &c., apply to
HENDERSON BROI VERS, 7 Bowling Green.

Ocean Steamers.

BORDEAUX LINE. New and direct line to the South of France.

New And Bordeaux Direct.

CHATEAU LAPITE, 4,000 tons.

CHATEAU LEOVILLE, 4,000 tons.

Tues., May 29.

Travellers for France. Spain and Italy. Pyrenees, Pau.

Nice. de., will save time and expense by taking this line.

Cabin tineluding wine), \$30: Steerage, \$25.

For passage apply to F. LE BOULANGER, 46 Beaver-at

CUNARD LINE.

NOTICE—"LANE ROUTE."
FROM NEW-YORK TO LIVERPOOL VIA QUEENSFROM PIER NO. 40 NORTH RIVER.
"GALLIA Wednesday, April 25, 7 a. m.
PAVONIA Wednesday, April 25, 7 a. m.
Cablin passace, \$60, \$80 and \$100.
Steamers marked tana \* do not carry steerage.
Steerage tickets to and from all parts of Europe at very low
lates. Freight and passage office, No. 4 Bowling Green.
VELNON H. BROWN & CO., Agents.

GUION LINE.

UNITED STATES MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

Leaving Pier 38, N. R., foot of King. 48, 49 a. m.
NEVADA.

ABYSSINIA Tuesday, April 28, 9:30 a. m.
NEVADA.

Saturday, April 28, 9:30 a. m.
NEVADA.

Tuesday, May 1, noon
Tuesday, May 1, noon
Tuesday, May 1, noon
FF These steamers are built of non. In water-tight compartments, and are farmished with every requisite to make the passage across the Atlantic ooth safe and agreeable, having bath-room, smoking-room, drawfur-room, plane and fullbrary; also experiences surreon, stewardess and caterer on each steamer. The staterooms are all upper deek, thus insuring those greatest of all luxuries at sea, perfect ventilation and light.

Cabin passage (according to sintercom), \$60, \$80 and \$109;

INMAN ROYAL MAIL LINE STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
CITY OF RICHMOND. WEDNESDAY, April 28, 9a. m.
CITY OF BERLIN. SATURDAY, April 28, 9a. m.
CITY OF PARIS. THURSDAY, May 3, 2 p. m.
SARDINIAN SATURDAY, May 12, 9a. m.
CABIN PASSAGE, 890, 880 and \$100. Intermediate,
\$40. STEERAGE, \$22. Propaid \$21.
For passage, &c. apply to the INMAN STEAMSHIP CO.
Limited, 31 and 23 Hroadway, N.
Philadelphia Office, No. 105 South 4th-st. Philadelphia Office, No. 105 South 4th-at.

NATIONAL LINE.—From Pier 39, N. R.
FOR LIVERPOOL AND QUEENSTOWN.
SPAIN.—April 21, 3p. m. 17ALY...—April 28, 9:30 a. m.
FOR LONDON DIRECT.
FRANCE.—April 25, 7s. m. 1 DENMARK. May 2, 1p. m.
Cabin \$55 to \$70; outwant tiexets \$20; propaid atcorace, tieket, \$20. F. W. J. HURST. Manager, 69 and 73 Broad way, N. Y.

PACIFIC MAIL STEAMSHIP COMPANY'S
LINE FOR CALIFORNIA, SANDWICH ISLANDS,
JAPAN, CHINA, NEW ZEALAND, A USTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.
From New York pier foot Canal-st., N. R.
For Son Francisco, via the lathmut of Panama,
CITY OF PAUL SHIP STORY, AND CONN.
Connecting for Central and South America and Mexico.
From San Francisco, 1st and Braman sts.
O. & O. SS. OCEAN IC Sails Tolday, April 24, 2 p. m.
Excursion teckets between San Francisco and Yokohama at
special rates, D. and AUSTRALIA.

For HONOLULU, NEW ZEALAND and AUSTRALIA.

AUSTRALIA axis saternay, May 5, 2p, m.,
or on arrival of London mails at San Francisco.

For freight, passage and general information, apply at Company's Office on the Pier foot Canai-st., North River.

H. J. BULLAY, superintendent.

RED STAR LINE. For Antwerp and Paris.

Sailing from New York and Antwerp overy saturday.

Saturday. April 21. 4 p. m.

Saturday. April 22. 9:30 a. m.

Saturday. April 23. 9:30 a. m.

Saturday. April 25. 9:30 a. m.

Saturday. April 26. 9:30 a. m.

Saturday. April 27. 9:30 a. m.

Saturday. April 26. 9:30 a. m.

Saturday. April 27. 9:30 a. m.

Saturday. April 26. 9:30 a. m.

Saturday. April 27. 9:30 a. m.

Saturda e for PLYMOUTH (London), CHERBOURG (Paris),

C. B. RICHARD & CO., Gen. Pass. Agis., 61 Eway, N. Y.

WHITE STAR LINE.

UNITED STATES AND ROYAL MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

NOTICE—The steamers of this line take the Lane Route
recommended by Lieuzenant Maury, U. S. N., on both the
out-ward and homeward voyasce.

BALTIC, Capt. Parsell.

BALTIC, Capt. Parsell.

BALTIC, Capt. Jonnings... Thursday, April 12, 3:30 b. m.
ADRIATIC, Capt. Jonnings... Thursday, April 24, 7:30 s.m.
BELITANNIC, Cant. Ferry... Saturday, May 5, 3b. m.
REPUBLIC, Capt. Irving.... Thursday, May 10, 8a. m.
FROM THE WHITE STAR DOCK, FOOT OF WEST
These steamers are pufform in Atom on unsurpassed in appointments. The Nations, Staterooms, Smoking and Rathrooms are placed smidships, where the noise and motion are
least felt, affording a degree of comfort hitherco unattainable
at 1862.

Saloon. S80 and \$100. Return tickets on at sea.

RATES.—Saloon. \$80 and \$100. Return tickets on RATES.—Saloon. \$80 and \$100. Return tickets on Ravorable terms. Steerage from the Old Country, \$21; from New-York, \$78.

These steamers carry neither cattle, sheep nor pigs.

For inspection of pians and other information apply at the Company's offices. No. 37 Broadway, New York.

C. L. R. R. P. L. E. C. A. A. R. Boston.

## C. L. BARTLETT & CO., Agenta. Boston. BARRITT & CATTEEL, Agents. Philadelphia. Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE, DREW and SF. JOHN leave pier 41. N. R., foot of Ca-landay morning excepted, with trains north, west and east

BOSTON AND EAST.

REAPPEARANCE of the splendth steamers BRISTOL and PROVILENCE. These stanch and elegant vessels are now running on this route and will remain in service until turther, notice.

NO INCREASE IN FARES.

Leave New York daily (sandays included) at 5 p, m. from Pier 28 North River, foot of sturrays at. Connections by Amex boat from Brooklyn at 4:30 p, m. Jersey (ity 4 p, m. Tickes, state-rooms, &c., can be obtained at all principal hotels, transfer and tacket offices, at Pier 28 N. R. and on steamers.

Accumers.
Freight.—This line has a fleet of steamers engaged exclusively in the freight service, thus insuring prompt and reliable movement. Itales as low as other lines.
BORDEN & LOVELL, GEORGE L. CONNOR, Agents. FOR RONDOUT AND KINGSTON, landing at crauston's, (West Point) Cornwall, Newburg, Marlboro, Milton, Po'keepale, Essous, connecting with Ulsier and Delaware and Stony Clove Ballouds, Steamboat Escori leaves Tuesday, Thursday, Saturday, 6 p.m. from foot of Hairison-at. FOR NEW-HAVEN.—Steamers leave Peck stip at 3 p. m. and 11 p. m. (sundays excepted). 11 p. m. teamer arrives in time for early trains North and East. NEW-YORK CENTRAL AND HUDSON RIVER RALLROAD.—A RIVER RALLROAD.—Commencing November 6, 1882, through trains will teave Grand Central Depot. 8.a., m., Western and Northern Express to Rochester and Montreal, with drawing-room care: also to Sarratoga. 8.40 a. m., Special Express for Chicago, daily, stopping only at Albany, Syracuse, Rochester, Buffalo, Eric, Cleveland and Toledo.

Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago and Lowville.

11 p.m., Night Express, with alceping-cars to Albany and Troy. Connects with morning trains for the West and North Tickets on saic at No. 5 Bowling-Green. 252 and 413 Broadway, and at Westcott's Express Offices, 3 Park-blace and 785 and 942 Broadway, New-York, and 333 Washington-8t, Brooklyn.

J. M. TOUCEY, Gen. Sup't.

Gen. Passenger Agent.

NORWICH LINE No Roston, Worcester, Nashua, Portland and the East. To Roston, Worcester, Nashua, Portland and the East.
The new Iron Steamer OF WORCESTER,
Without exception the most elegant boat on the Sound, and
the favorite CITY OF ROSTON,
leave Pier No. 40, North Biver, foct of Watts-st., next pier
above Desbrosses-st. Ferry, daily, except Sundays, at è p.m. RONDOUT AND KINGSTON LINE.—
Steamer James W. Baldwin leaves every Monday, Wednesday and Friday at 4 o'clock from foot Harrison-st, making usual landings and connecting with Ulster & Belaware and Stony Clove R. R.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION Office, Pier 18, N. R., foot of Cortlands.

of the world.

UNEQUALLED FACILITIES FOR DISPATCH.

Orders received for delivery of all kinds of freight and merchandiae to any part of the city.

BEA AND HARBOR TOWING AND RIVER AND HAR-BOR LIGHTERAGE

BOB LIGHTERAGE.
Freight of every description promptly lightered to any point in the harbor at reasonable rates.
STEAM BOATS, BARGES AND GROVES TO CHARTER FOR EXCURSIONS.
Steamers John-H. Starin and Erastus Corning for NEW-HAVEN, leave Pier 18, N. B., at 9 p. m. daily. [Saturdays excepted.]

METROPOLIS EXPRESS CO., between New-York and New-Haven. Care and fluousch guaranteed.

Freight for points on D. L. & W. R. R. reasived at Plot 12.

For New-Haven and points East at Plot 13.

NORTH SHORE, STATEN ISLAND.—Eleven Milost From Control, via Micamera from Iron Plot 1, E.R., 1995 of Whiteball-st.

Whitsball-st.

CENTRALSHIPYARD, Communipaw, N. J.—Dry books
Machine and Bolier Shops, everything appertaining totals
construction and repair of vessels.

TROY BOATS—CITIZENS' LINE.—New
atcamers SARATOGA and CITY OF TROY leave Pier
No. 44 N. R. foot of Christopher at daily except saturday atc
p. m. connecting with morning trains for all points North.
sunday atcamer touches at Albany.

Steamboats and Hailroads.

BALTIMORE AND OHIO RAILROAD.

WODEL PAST LINE TO THE WRST.

Via Philadelphia, Baltimore and Washington.

Trains leave from Ponarylyania. Rd. Depok

1 p. m., except Sanday, for Washington and all notats Wes

7 p. m., DAILY FAST EXPRESS, through slowing obsoble
to Calcago, Cincinnati, St. Louis. Connects for all point
West.

CENTRAL RAILROAD OF NEW-JERSEY CENTRAL RAILROAD OF NEW-JERSEY

—Station in New York, foot of the try of the station in Brookin, foot of Fullenat, Jewell's Wait.

Commending January 23, 1833. Leave New York 6:45 a.m. —For Flowington, Easton, Wind Gao, Manch Chunk, Tamaneed, Tamaqua, Hasiston, Drifton, Scranton, Upper Lonich, 5a, 5a m.—For Flowington, High Bridge Branch, Schooley's Monntain, Budd's Lake, Lake Hopatcong, Easton, Allontown, Reading, Harrisburg, Manch Chunk, Willeamsport, Tamaqua, Nautook, Upoet Lohich, Seranton, 6c, 1c, m.—For Flowington, Easton, Allentown, Reading, Harrisburg, Manch Chunk, Hasiston, Wilkesbarce, Sca. 3a, 5p, m.—For Easton, Wand Gao, March Dautt, Tamaqua, Drifton, Wilkesbarce, Scanton, Hagheson, 6c, 4b, m.—For Easton, Allentown, Hasiston, 6c, 4b, m.—For Felmington, High Bridge Branch, Schooley's Mountain, Budd's Lake, Lake Hopatcong, Easton, & Co. 4b, m.—For Easton, Allentown, Reading, Harrisburg, Manch Chunk, Wilkesbarce, 6c, Sunday Grans learned; 8d, 5t, m., 12 p.m., for Bound Brook, and niermediate station, at 5:30 p, m. for Easton, Allentown, Harrisburg and the West.

For Newark at 5, 5:45, 6:45, 6:45, 7:15, 7:30, 3, 8:15, 8:42, 8:15, 9:45, 16:45, 11:15, 2; m., 12 m., 12

Por Keyport at 5, 8:15, 11:45 a. m., 1:45, 4, 4:45, 6 p. m.

NEW-JERSEY SOUTHERN RAILWAY.
VIA SANDY HOOK.

STEAMER LEAVES PIER 8, N. R.,
FOOT RECTOR-ST.,
FOOT Highlands, Scaloright, Moonwouth Beach and Long.
Branch, 6, 10:15 a. m., 4 p. m., Sunday, 10 a. m.
For Atlantic Highlands, 6, 10:15 a. m., 4 p. m., for Atlantic Highlands, 6, 10:15 a. m., 4 p. m., for Jean Grove, Asbury Park, Sea Girl, &c., 10:15 a. m.,
Leave foot of Liberty-St., 8:15 a. m., 1:45, 4 p. m., for Lakowood, Manchester, Toma Elver, Barnegaa, &c.
1:45 p. m. for Atlantic City, Vineland, Bridgeton, &c.
1:45 a. m., 4 p. m. for stations to Scalorigh.
Scib a. m. 4:45 p. m. for stations to Scalorigh.

11:15 a. m. 4:25 p. m. for stations to Scalorigon.

Stib a. m. 4:45 p. m. for stations to Scalorigon.

NEW-YORK AND PHILADELPHIA.

BOUND BROOK ROUTE.

FOR TRENTON and PHILADELPHIA.

Leave New-York from Station C. RR. of N. 4.

Leave New-York from Station C. RR. of N. 4.

For Philadelpina, Ninth and Green.sts. at 7:45, 9:30, 11:17

a. m.; 1:30, 4:429, 5:30, 7; 12 p. m. on Sunday at 8:45 a. m., 1:30, 4:430, 5:30, 7 p. m. on Sunday at 8:45 a. m., 1:30, 4:30, 5:30, 7 p. m. on Sunday at 8:45 a. m., 1:30, 4:30, 5:30, 7 p. m. on Sunday at 8:45 a. m., 1:30, 4:30, 5:30, 7 p. m. on Sunday at 8:45 a. m., 1:30, 4:430, 5:30, 7 p. m. on Sunday at 8:45 a. m., 1:30, 4:430, 5:30, 7 p. m. on Sunday, 8:45 a. m., 5:30, 12 p. m.

Beturn trains ieave Philadelphia and Reading RR., Ninth and Green.sts., at 7:30, 8:30, 9:30, 11:30, 4. 4:30, 5:30, 12 p. m.

From Stations Philadelphia and Reading RR., Ninth and Green.sts., at 7:30, 8:30, 9:30, 11:30, 4. 4:30, 5:40, 6:45, 12 p. m. on Sunday, at 8:30 a. m., 5:30, 12 p. m. 1. 3:30, 5:20, 6:30, 11:30 p. m. Sunday at 8:15 a. m., 4:30 p. m. 1. 3:30, 5:20, 6:30, 11:30 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday, 1:25, 9:18 a. m., 6:15 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday, 1:25, 9:18 a. m., 6:15 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. m., 2, 4:22, 6:24, 7:28 p. m. Sunday at 8:15 a. m., 4:30 p. NEW-YORK AND LONG BRANCH R. R.

Stations in New-York Sensing Pennsylvania R. R., foot Cortlandts, and Dosbrosses-th. Central R. R. of N. J., foot Liberty-st. Central R. R. of N. J., foot Liberty-st. Central R. R. of N. J., foot Liberty-st. S. of S. of N. J., S. S. S. S. a. M. 145, 4. 6p. m.; via Penn. R. R. of N. J., 5p. m. Sunday, 9 a. m. For Matawan, &c., via C. R. R. of N. J., 5, 8,15 a. m., 145, 4. 6p. m.; via Penn. R. R., 9 a. m., 12 m., 339, 5 p. m. Sunday, 9 a. m., 12 m., 145, 4. 6p. m.; via Penn. R. R., 9 a. m., 12 m., 339, 5 p. m. Sundaya (not. stopping at Ocean Grove or Asbury Park), 3 m., 145, 4. 6p. m., via Penn. R. R., 9 a. m., 12 m., 339, 5 p. m. Sundaya (not. stopping at Ocean Grove or Asbury Park), 3 m. G. P.A., C. R. R. of N. J. G. P. A., P. R. R. Supt.

PRIE RAILWAY, now known as the NEWYORS, LAKE ERIE AND WESTERN RAILROAD,
Arrangement of trains from Chambers street Depot.
92 m.—Chiehnadi and Chicago Day Express. Drawing,
rogm Coaches to Birfaio and Suspension Bridge.
93 m.—Chiehnadi and Chicago Day Express. Drawing,
stogmosting with tast trains to the west and Southwest. Fullman's best Drawing-room Steeping Coaches to
Builaio, connects at Tarner's for for the West. Steeping
7 p. m. (Dafty)—Pactice Express of the West. Steeping
Coaches through to Buillaio, Niagara Falls, Cinclinnati and
Chicago without change.
7 j. p. m.—Emigrant rain for the West.
Ratherford and Passate, 3, 7-23, 7-53, 9-33, 10-29 a. m., 12
midnight. Sundaya, 6, 8-30, 10-20 a. m., 124, 123 p. m.,
12 midnight. Sundaya, 6, 8-30, 10-20 a. m., 12 noon, 145, 3, 3-59, 4-49, 5-10, 5-20, a. m., 12 noon, 145, 3, 3-59, 4-49, 5-10, 5-20, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-10, 5-20, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-10, 5-20, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-10, 5-20, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 7-80, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a. m., 12 noon, 145, 3, 4-40, 5-20, 10-20, 0-30, 10-20 a midmight, Sundays, 0, 505, 16:50 a. M., midmight, Mewark, 6:45, 8:40, 11,30 a. m., Newark, and Paterson via Newark, 6:45, 8:40, 11,30 a. m., Newark, 20,520, 6:10, 7:30 p. m., and 12 midmight Saturday \$10,4:20,520, 6:10, 7:30 p. m., 1:45, 3:30, 5, 6:10, 7:15 p. m., 8undays, 7:50, 10:20 a. m., 1:45, 3:30, 5, 6:10, 7:15 p. m., and 12 midmight, 8undays, 6, 8:30, 10:20 a. m., 1:46, 6:33, 7. m., and 12 midmight, 7:50, 0. m., 1:45, 3:30, 4:30, 6.p. m. Sundays, 8:30 a. m. 6 p. m., 1:40 p. m., Newburg and Cornwall, 7:50, 0. a. m., 3:30, 4:30, 6.p. m. Sundays, 8:30 a. m. 6 p. m., Rondont and Kingston and Montgomery, 9 a. m., 3:30 p. m. Sundays, 8:30 a. m. 6 p. m.

Cay, 8-30 2 m. 6.9 m.
Rondont and Kingston and Montgomery, 9 a. m., 3:30 p. m.
Sunday, 8:30 2 m.
Goalen, 6, 7:30, 9, 10:20 a. m., 3:30, 3:50, 4:30, 7, 7:15 p. m.
Sunday, 6, 8:30, 10:20 a. m., 6:30, 7 p. m.
Middledown, 6, 7:50, 9, 10:20 a. m., 3:50, 4:30, 7, 7:15 p. m.
Middledown, 6, 7:50, 9, 10:20 a. m., 3:50, 4:30, 7, 7:15 p. m.
Sunday, 6, 8:30, 10:20 a. m., 6:30, 7 p. m.
Sunday, 6, 8:30, 10:20 a. m., 6:30, 7 p. m.
Port Jervis, 7:50, 9, 10:20 a. m., 3:50, 4:30, 7, 7:15 p. m.
Sunday, 6, 8:30, 10:20 a. m., 6:30, 7 p. m.
Boats leave 23d-st. 9, 10:20 a. m., 3:30, 8, 7 7:15 p. m. Sunday, 8:30, 10:20 a. m., 8:61:30 m., 3:30, 8, 7 7:15 p. m. Sunday, 6:30 f. m. 10:30 m., 3:30 f. m., 3:30 f. m.
Tinkets for phasagreed and the sunday of the story of the checking Sleeping coaches can be obtained and orders for the checking Sleeping coaches can be obtained and orders for the checking Sleeping coaches can be obtained and orders for the checking Sleeping coaches can be obtained and orders for the checking Sleeping story of the checking sunday and transfer of baggreen may a left at the Company's Offices, Nos. 261, 401 or 957 Broadway, 187 West-st, N. Y. No. 100 m. 150, m. and 10 p. m.

INO. N. ABBOTT, Gor'l Pass'r Agent, New York. NORTHERN RAILROAD OF NEW-JERSEY.

Trains leave for Englewood Closter, Piermout and Nyao'r 7, 8:50, 10 a. m., 1, 3, 4, 4:50, 5:10, 6:40, 8:30 p. m., 12 mis-night. Sundays, 9 a. m. and 6:45 p. m. Namet, Spring Valley and Monsey, 7, 10 a. m., 4:50 p. m. Sundays, 9 a. m. ABBOTT, Gen'l Pass'r Agent, New-York, FOR BOSTON.
With Pullman Sleepers, leaves Grand Courar Depot at 11:35
p. 10., wees days. Get tickets via
NEW-YORK AND NEW-ENGLAND RAILROAD. FOR BRIDGEPORT and all points on HOU-saronic and NAUGATUCK RAILROADS—Steamers save Catherine slip at 11:30 a.m., 3:00 p.m., 23d-st., East River, 3:10 p.m. Fare lower than by any other roate. Effer, 3:10 p. m. Fare lower than by any dealer roads.

EHIGH VALLEY RAILROAD.—Passenger trains leave depots foot of Cortiands and Desbrosses siz., at 7:20 a. m., 3:40 and 7 p. m. for Easton, Bethlehem, Allentown, Reading, Manch Chunk, Wikesbarre, Towanda, Waverly, Thaca, Geneva, Lyons, Buffano and the West. Pullman through coaches run daily. Local trains at 5:40 p. m. for Easton, Bethlehem and Coplay.

Trains leaving at 7: 20 a. m., 1 and 3:40 p. m. connect for all points in Mahanoy and Hazelton coal regions. Sunday train local for Manch Chunk, 8.15 a. m. Leave Manch Chunk as 4 p. m.

p. m. General Eastern Office, corner of Church and Cortlandt sts. E. B. BYINGTON, G. P. A. E. B. BYINGTON, G. P. A.

POPULAR SHORE LINE.

FOR PROVIDENCE, BOSTON AND THE EAST,
ALL RAIL FROM GRAND CENTRAL DEPOT.

Three Express trains daily (Sundays excepted) to Boston 28,
8. a. m., 2p. m. (parior car attached), and 10 p. m. (with paleae sleeping-cars).

Sundays at 10 p. m. (with paleae sleeping-cars).

F. W. POPPLE, Agent.

pennsylvania sat 10 p. m. (with palace sleeping care.

Pennsylvania Railroad.

Dennsylvania Railroad.

On and after March 8 1883.

And United States March 8 1883.

Frains leave New-York via Desbrosses and Courtlands Streets Ferries as follows

Harrisburg, Pittsburg, the west and South, with Pullman Palace Care attached, S. a. m., 6 and 8 p. m. daily, New-York and Chicago Limited of Parior, Dining. Smoking and sleeping Care at 9 a. m. corry day.

Williamsport, Lock Haven, S. a. m., 8 n. m., Corry and Erio at 8 p. m. courseing at Corry for Titusville, Petroleum Castro, and the Oil Regions. 4 p. m. Regular, via B. and P. R. a. follows of Fullman False Care daily, except Sunday, 19 Express of Fullman False Care daily, except Sunday, 19 B. and O. R. R., 1 and 7 p. m. and 12 night.

Sunday via B. and P. R. R., 5 a. m., 6 m., and 12 night via B. and O. R. R., 7 m. and 12 night.

For Atlantic City, except Sunday, 5:15 a. m. and 1 p. m. Og Sunday, 9 a. m. Through care in b. m. train.

For Cape May, except Sunday, 5:15; 11:10 a. m. on Saturdays only 1 p. m.
Long Brönch. Bay Head function, and intermediate engine, via Rahway and Amboy, 9 a. m., 12 noon, 3:30 and 5 p. a. On Sunday, 9 a. m. (Does not stop at Asbury Park.)

Boats of "Brooklyn Anner" connect with all through trains at Jersey City, affording a speedy and three transfer for Brooklyn Anner" connect with all through trains at Jersey City, affording a speedy and three transfer for Brooklyn Anner" connect with all through trains at Jersey City, affording a speedy and three transfer for Brooklyn Anner" connect with all through trains at Jersey City, affording a speedy and three transfer for Brooklyn Anner" connect with all through trains at Jersey City, affording a speedy and three transfer for Brooklyn Anner" connect with all through trains at Jersey City, affording a speedy and three transfer for Brooklyn Anner" connect with all through trains at Jersey City, affording a speedy and three transfer for Brooklyn Anner" connect with all through trains at Jersey City,

THE OLD-ESTABLISHED ROUTE AND SHORT LINE

MATRAINS EACH WAY WEEK-DAYS AND 9 ON SUS-DAY, 3 STATIONS IN PHILADELPHIA, 218 NEW-YORK. DOUBLE TRACK, THE MOST IMPROVED EQUIP MENT, AND THE FASTEST TIME CONSISTENT WITH ABSOLUTE SAFETY

Express Trains leave New York, via Lesbresses and Court innet.-st. Ferrica, as follows: 110, 7:20, 8, 8:30, (9 and 10 Limited), 11 a. m., 1, 3:20, 3:43, 4, 5, 6, 7, 8 and 9 p. m., and 12 might. Sundays, 5, 5, (9 Limited), and 10 a. m., 4, 6, 7, 8 and 9 p. m., and 12 hight Trains leave New-York daily, except Sunday, at 7:20 s. m. and 4 p. m., founding through via Trenton and

Leave Philadelphia via Campon, 9a. m. and 4:30 m. december except Sunday, 435, 849 and 944 Broadway, 1 Astor Hotse Ticket Offices, 455, 849 and Courflaint star, 4 Court-st and Brooklyn Anner Station, footst Futbo-st., Brooklyn Station, 114, 110 and 113 Huiston-st., Hobben; 4ttliba, Icrow City, 114, 110 and 113 Huiston-st., Hobben; 4ttliba, Icrow City, Imagrant Ticket Office, No. 8 Battery Piace and Cusile Gastingrant Ticket Office, No. 8 Battery Piace Access Ticket Office, No. 8 Battery Piace Access Ticket Office, No. 8 Battery Piac The New-York Transfer Company will call or and choose the CHARLES E. PUGIL.
Gitteral Manager. General Pass'r Agent

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STONINGTON LINE FOR BOSTON.

CONNECTING WITH ALL POINTS EAST.

Reduced tare, \$3 to Boston for Brat-blass tickets, good old
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PROVIDENCE LINE, for freight only. Stammers leave
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S. W. POPPLE, Acting General Passenger Age